

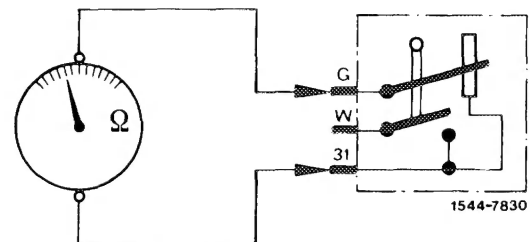
### Test values immersion tube transmitter in ohms

Model	Resistance, readout full	Resistance, readout reserve
Sedan, coupe	$1.6 \pm 0.7$	$56.9 \pm 1.9$
T-sedan	$3.2 \pm 0.8$	$52.2 \pm 2.1$

### Testing immersion tube transmitter (removed)

Connect ohmmeter to terminal G and terminal 31 and measure resistance.

- In installation position (readout reserve, float below).
- Rotated by  $180^\circ$  (readout full, float at top).



### Testing reserve warning contact

Connect ohmmeter to terminal W and terminal 31 and measure resistance.

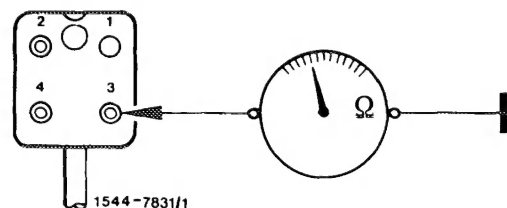
- Nominal value 0 ohm in installation position.
- Nominal value  $\infty$  ohm turned by  $180^\circ$ .

### Testing harness

1 Pull coupler from immersion tube transmitter and measure resistance on jack 3 and vehicle ground.

Nominal value 0 ohm

(At test value  $\infty$  ohm the grounding line is interrupted).

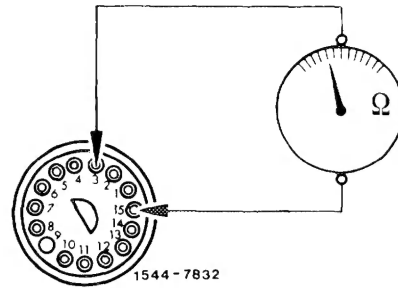


2 Measure resistance on terminal G and terminal 31 on installed immersion tube transmitter. Value depends on amount of fuel in tank. Plug coupler back on immersion tube transmitter.

3 Pull coupler from instrument cluster and measure resistance between jack 3 and jack 15.

Nominal value sedan and coupe: the value measured under 2. If the value is attained, the harness is in order (slight deviation caused by length of line possible).

Nominal value T-sedan and special vehicles: the value measured under 2 plus 4.7 ohm. If the value is attained, the harness is in order (slight deviation caused by length of line possible).



4 If the measured value is higher or at  $\infty$  ohm, the harness couplers (on instrument cluster, on main harness/tail harness or on immersion tube transmitter) are having poor contact, a dry joint or a line is interrupted.

5 If no fault is found during tests, exchange indicating instrument.